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The China Mail

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Old Tom Gin.

The most reliable Gin on this market.

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No. 12,861.

號七十月六年四零百九千一英

HONGKONG, FRIDAY, JUNE 17, 1904.

日四初月五年辰甲

PRICE, \$3.00 Per Month

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HAVANA CIGARS

LA INDUSTRIAS.....\$6 per Box of 100.
PREDELECTAS.....\$15 per Box of 100.
Packed in Boxes of 50, \$7.50.
ANDALUZAS.....\$30 per Box of 100.
Packed in Boxes of 25, \$7.50.

MAGEWEN, FRICKEL & CO.,

3, DUDDELL STREET
Hongkong, April 4, 1904. 2547

Wanted.

DOCTOR

WANTED Immediately for EMERGENCY SERVICE a Doctor with a good knowledge of English and Chinese. Apply to T. C. E. D. at the office of the Chinese Medical Association, 11, Queen's Road, Hongkong, June 15, 1904. 1123

WANTED

BEDROOM FURNISHED. Modern and comfortable. Apply to A. J. at the office of the Chinese Medical Association, 11, Queen's Road, Hongkong, June 15, 1904. 1123

WANTED

A DAILY GROOMER, to look after the horses of the Chinese Medical Association. Apply to Miss DENISON, 11, Queen's Road, Hongkong, June 15, 1904. 1123

Intimations.

TENDERS are invited for the supply of MASONRY, PLUMBERS and SHAPERS to the Naval Yard. For Particulars and Forms for tendering apply to the Chief Constructor's Office, Naval Yard. Hongkong, June 15, 1904. 1122

NOTICE

I have taken over the Business of The EASTERN MANUFACTURING CO. and shall continue the same under the Firm name of ROMBACH and Co. A. ROMBACH. Hongkong, June 15, 1904. 1121

NOTICE

We have authorized Mr. J. OPPENHEIM to SIGN our Company per Procuration. HOLLAND-CHINA TRADING CO. Hongkong, June 14, 1904. 1111

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable. Wm. FARMER, Proprietor. Hongkong, March 10, 1904. 482

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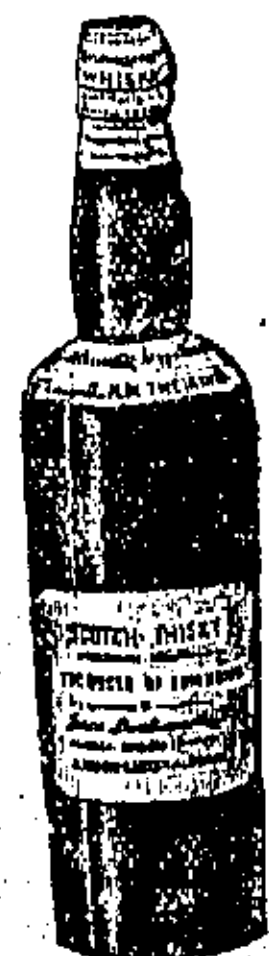
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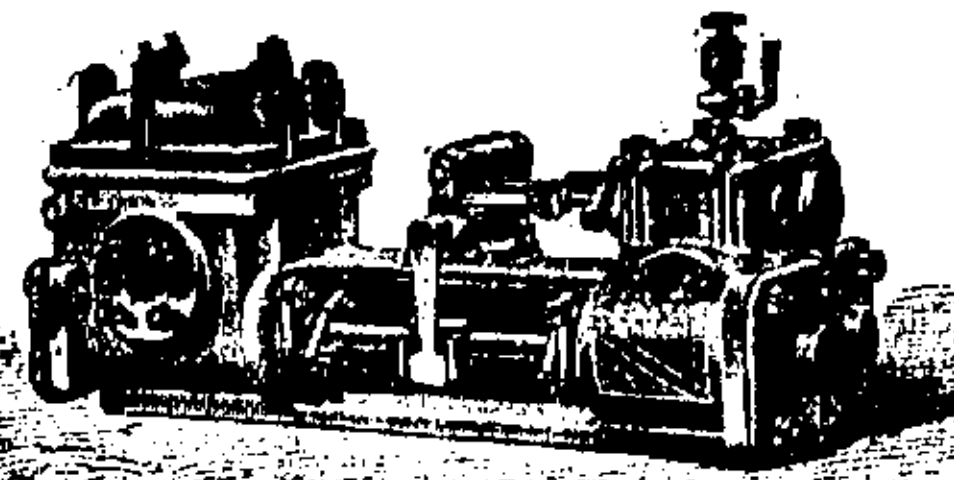
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STEAM
PUMP CO.,
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Pulsometer
Engineering
Company.
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NEW SHIPMENTS RECEIVED OF REGULAR SIZES FOR
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20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

S.S. HONAM, 2,383 tons, Captain R. D. Thomas.
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S.S. FAIRHALL, 2,260 tons, Captain W. A. Valentine.
S.S. HANKOW, 2,173 tons, Captain B. Branch.
S.S. KINSHAN, 2,260 tons, Captain J. J. Louisa.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted). 5.30 p.m. and 9 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m. (Sunday Excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

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S.S. HEUNGSHAN, 1,968 tons, Captain H. D. Jones.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.
Joint Service of the H.K., C. and MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

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S.S. LUNGSHAN, 219 tons, Captain T. Hamlin.
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S.S. NANNING, 588 tons, Captain C. Butcher.
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Agents, CHINA NAVIGATION CO., LTD.

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11 & 12, BRADFORD ADEADE.
Hongkong, September 22, 1903. 1758

DR NEWELL WILSON, DR WILLIAM DANIEL, DENTISTS.

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REASONABLE FEES.

NO CHARGE FOR EXAMINATIONS.

Office hours 9 a.m. to 1 p.m. and 2 to 5 p.m.

31, QUEEN'S ROAD CENTRAL (First Floor, WATKINS BUILDING).

Hongkong, February 18, 1904. 2208

HARRY FONG, AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved
Appliances.
41, QUEEN'S ROAD CENTRAL,
Entrance on Lee Yuen Street.
Hongkong, June 1, 1904. 1030

Bovril gives strength,

nourishment and sustenance. It is agreeable to the taste, is stimulating in its effects, is easily assimilated and digested. Bovril contains blood-enriching and muscle-building properties. Some of the leading athletes of the day train on Bovril.



To be obtained at all Grocers, Chemists, Hotels, &c., throughout Hongkong, China and Japan.

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DEALERS IN

IRON WARE, &c.
STEEL GIRDERS and TEES,
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Suitable for
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Hongkong, May 29, 1900. 1227

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and the Colonies.

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Hongkong, July 22, 1903. 1519

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VOIGTLANDER'S CELEBRATED
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English Silver and Electro-Plated Ware.
Christie & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY
in great variety.

DIAMONDS

DIAMOND JEWELLERY.
Splendid Collection of the Latest London
Patterns. Very moderate prices. 478

NO. 9, PEDDER'S HILL.

Most
elegantly FURNISHED ROOMS,
with or without Board. Monthly Boarders
accepted.

Apply within.

Hongkong, April 19, 1904. 741

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BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos 'Dagger,' 'Demon,' and other well known packings for Piston Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, Asbestos Cloth, Tapes, and Boiler Door Joints, metallic or non-metallic. Rubber and Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing rings of Asbestos, Rubber and Woodite.

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Asbestos Packed Cocks, Stop Valves, and Gauge Columns. Steam Gauges and other engineers' requisites always in stock. Lists and Prices on application.

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Without doubt this is the Finest Blend of TEA at the Price, to be had in China.

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Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
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ENLARGEMENTS ON BROMIDE PAPER
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You Can Get
more satisfaction out of an
absolutely pure, well-made
beverage than any other kind,
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RAINIER BEER

Holds its old friends. Once
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are not good enough.

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Remedy for Acidity of the
Stomach, Heartburn, Indigestion,
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The Physician's
Cure for Gout,
Rheumatic Gout
and Gravel.

Safest and most
Sensible Medicine for
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Delicate Females,
and the
Sickness of Pregnancy.

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Best
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Cocoa

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(MITSUBISHI CO.)
COAL DEPARTMENT.

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CABLE ADDRESS: "IWASAKI"
which applies to all Branch Offices and
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CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies;
the Imperial Arsenal; the Imperial Rail-
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Railways; Industrial Works; Home and
Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila,
North China, Korean ports and America.
SOLE PROPRIETORS of Takashima,
Ochi, Shinetsu, Nanzatsu and Kani-
Yamada Collieries, and also Hojo Colliery,
which will be ready to produce on a large
scale the best Buzen Coal from 1904.
Sole Agents for Kipsu, Komatsu (Tagawa)
and Matsushima Coals.

The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.

Coal sold in 1903 by the Company
amounted to 1,210,000 tons.

TAKASHIMA COAL.
New and additional shafts at the Takashima
Colliery have been completed and
this well-known best and most economical
steam coal in the East is now produced in
abundance and can be supplied in any
quantity.
Hongkong, April 25, 1904. 777

COOPER & CO.,
37, DES VUEX ROAD CENTRAL.

HAVE Established themselves as Tailors, Dressmakers, and Occasionalists at the above place and have just unopened an Assortment of Goods suitable for GENTS' SUMMER WEAR.
Orders now taken for Suits, Clothing, Underwear, etc., etc.
In giving us your Patronage all efforts will be made to give entire satisfaction.
A Trial Order if placed will justify your confidence.
Hongkong, June 10, 1904. 1094

No Toilet Requisites are Complete without these soaps.
PLANTAL FLORAL BOUQUET SOAP.
GUARANTEED made from Flowers and Flowers and to contain no animal fat. It is most Smoothing and Refreshing to the delicate skin.

STAR LIGHT SOAP.
Pure and economical, agreeable, highly Perfumed and a perfect Toilet and Nursery Soap; and also CHINA GLYCERINE and Talcum.

NOW ON SHOW.
H. RUTTONJEE,
No. 5, D'Almeida Street,
36 to 38, Egin Road, Kowloon.
Hongkong, June 8, 1904. 1080

THE FIRST CHINESE NEWSPAPER
EVER ISSUED UNDER
PURELY NATIVE DIRECTION.

The Chinese Mail

THE LADING CHINESE POLITICAL AND
COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.
CONTAINS THE MOST RELIABLE
TELEGRAPHIC NEWS FROM
NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE
VARIOUS PORTS IN CHINA AND JAPAN

\$5 per Annum delivered in Hongkong.
\$12.50 to all other ports.
5 WELLINGTON STREET, HONGKONG.
Orders booked by Manager, "CHINA MAIL."

Intimations.

INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

APPLICATION has been made to the
General Managers of this Company
to issue to the Russo-Chinese Bank
of Hongkong Duplicate Certificates for two
hundred Shares in the above Company or
other Certificates in lieu thereof upon the
Statement that the Original Certificates
were lost.

Script No. 69,
Nos. 17826/17850 = 25 Shares in the name
of George Hut-
ton Potts.

Script No. 379,
Nos. 36380/36429 = 50 Shares in the name
of George Hut-
ton Potts.

Script No. 380,
Nos. 36430/36479 = 50 Shares in the name
of George Hut-
ton Potts.

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Nos. 44769/44789 = 20 Shares in the name
of George Hut-
ton Potts.

Script No. 873,
Nos. 5451/5476 = 25 Shares in the name
of George Hut-
ton Potts.

200 Shares
have been lost or destroyed. Notice is
hereby given that if within thirty days
from the First June instant no claim or
representation in respect of such original
Certificates is made to the General Managers
they will then proceed to deal with such
duplicate.

JARDINE, MATHESON & CO.,
General Managers.

Dated Hongkong, June 11, 1904. 1097

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service, and until further
notice, to Book Cargo and sea Bills of
Lading to SEATTLE, WASH., VICTORIA,
B.C., and PACIFIC COAST
PORTS, also to OVERLAND POINTS
IN THE UNITED STATES AND CANADA
in connection with the GREAT NORTH-
WESTERN RAILWAY from SEATTLE to
Portland, by the Steamers of the NORTH-
WESTERN PACIFIC S.S. COY., BOSTON
STEAMSHIP & TOWBOAT COYS.,
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S.S. COY.

For further Particulars, apply at the
Company's Local Branch Office in Prince's
Buildings, First Floor, Chater Road.

A. S. MHAHA,
Manager.

Hongkong, May 20, 1904. 1092

SECOND EDITION.

HISTORY OF THE CHURCHES OF
INDIA, BURMA, SIAM, THE MALAY
PENINSULA, CAMBODIA, ANNAM, THIBET,
CEYLON AND JAPAN.
Illustrated to the Society of the
"MISSIONS EVANGELISTES."

Translated by EDWARD HADDER PARKER
and
Reprinted from "THE CHINA REVIEW."
Price ONE DOLLAR.

For Sale at The "CHINA MAIL" Office,
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CHINA AND JAPAN
TELEPHONE

AND
ELECTRIC COMPANY,
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HONGKONG EXCHANGE.

SUBSCRIPTIONS.

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No Charge for Initial
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Lines of more than average
length.

DESK TELEPHONES

For a small additional annual charge Desk
Sets can be supplied.

ELECTRIC SUPPLIES:
BATTERIES, CHEMICALS,
ELECTRIC BELLS,
INSULATORS, SWITCHES,
TELEPHONES, WIRE, etc., etc.

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**ELECTRIC BELL
INSTALLATIONS.**

Estimates given for all kinds of
Electrical Work.

ADDRESS:—QUEEN HOUSE ROAD.

W. Stuart Harrison,
A.M.I.C.E.,
Manager.

Hongkong, April 13, 1904. 140

Intimations.

Indigestion CAUSE AND CURE.

THIS ailment has as many forms as the sunset has tints. Acute pain
about an hour after food, relieved when wind is lifted, a feeling of
sickness if awakened suddenly in the morning, recurrence of food with
a sour taste, a feeling of hunger which disappears as soon as one sits
down to a meal, but before a bite is taken gives place to a feeling of
Nausea—all these mean the same thing. 'Tis the stomach's way of
telling you it's work is in arrears and it needs a little help. Bile Beans
give that help. They permanently cure indigestion, as the following
case proves:—

"Miss Francis Cox, of Turnpike Gate House, Truro, England, interviewed
by a Cambrian and Redoubt Times reporter, said:—
"Since early childhood I was subject to acute indigestion, accompanied by
severe headache. The attacks increased in severity, and my appetite became
very bad. Every meal was followed by a bilious attack. I was seized with
fits of vomiting, which made me feel deadly sick. My stomach became so
weak that I vomited and retched, which thoroughly exhausted me. Because
of these attacks, I was not able to attend school, more than two years in my
life. I have fainted so many as three times in one day, and the pain I suffered
was excruciating. Doctors' treatment could not give me relief. I was in this
state when I read of Bile Beans. Soon after I commenced taking them my
strength began to return, and I felt bright and happy. After a full course I
was completely cured and I have since had no return of my ailments."

Bile Beans for Biliousness are
the finest family medicine and a
safe and sure remedy for Head-
ache, Constipation, Piles, Colds,
Liver Chills, Rheumatism, Mala-
ria, Bad Breath, Liver Trouble,
Indigestion, Flatulence, Loss of
Appetite, Sleeplessness, Buzzing
in the Head, Dizziness, Palpitation,
Debility, Nervousness,
Anemia, and all Female Ail-
ments. Of all Storekeepers and
Medicine Vendors throughout
China.

To Let.
TO LET.
No. 7, ORMSBY TERRACE, KOW-
LOON.
No. 3, BARROW TERRACE, KOW-
LOON.
Apply to
SAM WANG & CO., LTD.,
81, Queen's Road Central.
Hongkong, June 16, 1904. 1108

For Sale.
FOR SALE.
No. 1, 2 or 3 STEWART TERRACE,
THE PEAK.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, May 20, 1904. 1090

Auctions.
PUBLIC AUCTION.
THE Undersigned have received instruc-
tions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),
on
SATURDAY,
the 18th June, 1904 at 2.30 p.m., at their
SALES ROOMS, No. 8, DES VUEX ROAD,
Corner of Ice House Street,—
A VERY FINE COLLECTION OF
OLD AND RARE POSTAGE
STAMPS.

Including:—
TRIANGULAR CAPE, OLD CEYLON, MU-
REAU COVERS, HAWAII, OLD HONGKONG
(including 98 Cents Yellow Brown),
MAKING BRIDGES, NEW SOUTH WALES
SYDNEY VIEWS, VARIOUS ERRORS, &c.,
&c.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, June 11, 1904. 1104

PUBLIC AUCTION.
THE Undersigned has received instruc-
tions to sell by Public Auction,
on
SATURDAY,
the 18th June, at 2.30 p.m., at his Sales
Rooms, DUNDRELL STREET,—
(FOR ACCOUNT OF THE CONCERNED),
A CONSIGNMENT OF FANCY GOODS.

Comprising:—
BRONZE FIGURES, CENTRE STANDS, ORN-
TMENTS, TRAYS, INKSTANDS, PAPER WEIGHTS, ORNA-
MENTS, &c., &c.
Also,
24 (14 Carat) Gold Swiss Watches of the
latest styles.
On View from Friday, the 17th June.
Catalogues will be issued.
TERMS:—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, June 14, 1904. 1115

STEAM TO CANTON.
THE new Twin Screw Steel Steamers
KWONG CHOW,
1,309 tons, Captain J. P. MARTIN.
KWONG TUNG,
1,338 tons, Captain H. W. WALKER.
Leave HONGKONG for CANTON at 8.30
Every Evening (Saturday excepted).
Leave CANTON for HONGKONG about
5 o'clock Every Evening (Sunday
excepted).
These fine new Steamers have unex-
celled accommodation for First Class
Passengers and are lit throughout by
Electricity.
Passage Fare—Single Journey, \$4.00
Meals, \$1.00 each. \$1.00 each.
The Company's Wharf is a short distance
West of the Harbour Master's Office.
SHIU ON S.S. CO., LTD.,
AND
YUEN ON S.S. CO., LTD.,
No. 3, QUEEN'S ROAD WEST.
Hongkong, February 18, 1904. 313

TO LET.
ON Shamoon, CANTON, Four Spacious
OFFICE ROOMS, Ground Floor,
excellent position.
Apply
"G. L."
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Hongkong, June 11, 1904. 1113

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Hongkong, April 28, 1904. 697

THE TIBET EXPEDITION.

Severe Fighting.

CHUMBI, May 28.

News has been received from Tuna-
day from wounded Tibetans attending the
hospital daily that a party of Tibetans,
estimated at four hundred, are on the
southern side of the Lhasa road, east of
Lake Bamboe, and intend an attack upon
the line of communication. The report is
confirmed by a Tibetan leader who arrived
at Tuna to-day wounded. The Tibetans'
strength is unknown at Hram, east of
Lake Bamboe. The wounded Tibetans
from Tuna add that a force of two thou-
sand Tibetans with jingals is advancing
from Khamba Jong, against Tuna.
Mounted Infantry patrols have been de-
spatched to try to locate the forces. The
posts are all alert and Colonel Ho is
ready. Special precautions are being
taken to safeguard convoys.

Captain Parr, Chinese Commissioner,
who arrived here yesterday from Gyantse,
says the Mission post has been much
strengthened. He had learnt the Tibetans
were severely punished in their assault on
the 5th May, and were now hesitating to
attack the post again and intend to try in-
vestment tactics. Captain Parr says the
belief gains ground that a few Russian
Mongolians are assisting the Tibetans and
one or two were killed fighting against us
at the Kharo La on the 6th May.

May 29.

The Tibetans having started connecting
the village of Palla, about eleven hundred
yards from the Mission entrenchments and
eight hundred from their joint (fort), with
along a big wall with the object of outflank-
ing our position, Colonel Brander decided
to attack and expel them. Palla was now
partially destroyed by us and the Tibetans
were driven out, but it has been reoccupied.
The attack commenced at 2.30 on the
morning of the 28th and lasted eleven
hours. The first attack was made from the
north by Colonel Brander. The wall was
blown in, and this disclosed three other
walls built inside. Major Peterson, 23rd
Pioneers was, therefore, sent round and
attacked the village from the south. blow-
ing in the wall, sapping his way right
through the village from end to end. The
village is now being connected with the
Mission camp by a wall.

Our losses were Lieutenant Garstin,
R.E., while leading the assault on the
breach, and three sepoy killed; three
officers and nine men wounded. The
wounded officers are Captain O'Connor,
R.A., severely shot through the shoulder;
Lieutenant Mitchell, 23rd Pioneers, severely
shot in the leg; and Lieutenant Walker
R.E., slightly wounded.

The Tibetan losses were heavy. Thirty-
seven prisoners were taken.

A convoy to Gyantse on the 24th was
fired on from Niani village and monastery
seven miles south of Gyantse. There were
no casualties. When returning on the 28th
from Gyantse the convoy found Niani en-
camped as a consequence of the successful
attack on Palla.

Colonel Hogg, commanding the 32nd
Pioneers at Kalatso, sent reconnoitring
parties to Bamboe Lake on the 28th, but
found no enemy. Further parties are re-
connoitring eastward towards Khamba Jong
to-day. The impression prevails that the
enemy reported south-east of Bamboe are
merely brigands.

SHULA, May 30.

A 3rd Company of Native Mounted
Infantry will be despatched to Tibet. It is
to be mounted on hill ponies to be procur-
ed from the Himalayan Hill States.

The following has been received from
General Macdonald, at Chumbi, dated 29th
instant: A convoy from Gyantse arrived
at Kangna on the 29th unopposed with
despatches from Colonel Brander reporting
that at 2.30 a.m. on the 26th May he moved
with four companies and some sappers
against Palla village, 1100 yards from the
post which had been occupied by the enemy.

Breaches were effected in two places at 4
a.m., but the enemy's resistance was very
elaborate and house to house sapping was
resorted to; the village was not captured
till 1.30 p.m. Our casualties were
Lieutenant Garstin, R.E., killed, Lieut.
Walker slightly wounded, Capt. O'Connor,
R.A., severely wounded in the shoulder,
Lieut. Mitchell, severely wounded in the
leg, three native ranks killed, and seven
wounded. The enemy lost heavily and 37
prisoners were taken. A reconnaissance
from Kalatso found the rumoured report of
the enemy in the vicinity of Hram un-
founded.

The Secretary of State has sanctioned a
wound pension of £70 a year granted to
Captain Villiers Stuart, 6th Gurkhas, be-
ing made permanent.

CHUMBI, May 31.

A Tibetan force of about twelve hundred
with four jingals, were reported three
days ago as advancing from Khamba Jong
towards Tuna and threatening our com-
munications. Now they are said to have
turned north in the direction of Gyantse.
Our Mounted Infantry have reconnoitred
from Tuna and Kalatso, some twelve miles
towards Khamba Jong, and report all clear.
They are still out reconnoitring.

June 2.

Of the 168 wounded sent in to the
Tibetan hospital at Tuna, after a course of
hot springs at the Red Hot Gorge, 148
have been discharged cured. Twenty died.
The hospital has now passed to exist.

The Tibetans, during the operations,
showed extraordinary stamina and staidness.
Though weak, they are consistently cheer-
ful. One who lost both his legs remarked:
"In my next battle I must be a hero, for I
cannot run away." Some of the wounded
were terribly mutilated by shells. Two
who were shot through the brain and two
through the lungs survived the surgeon's
operation. One man had seven holes
causing nineteen wounds. Many of the
wounded rode in fifty or sixty miles on
yaks for ten days. Lieutenant Jaffer, who

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Care of "CHINA MAIL" Office.
Hongkong, June 15, 1904. 1116

was in sole charge, was opening nearly all day.

This is the first time any surgery on modern lines has been done in Tibet. The hospital was an abandoned Tibetan dwelling house and the operating theatre was a group of empty cowsheds outside. The Tibetans were evidently impressed by our humanity, and seemed to regard Lieutenant Davis as some incarnation of the medicine god.

Every one was shown to the wounded who were sent to their homes on hired yaks.

SHILA, June 2.

General Macdonald reports, under date 1st instant, that Mounted Infantry reinforcements sent out in all directions between Pheri, Tuna and Kakas show the country to be clear of any force of the enemy on the line of communications.

June 3.

The Raja of Chamba has offered to give twenty hill ponies for service with the Mounted Infantry of the Tibet Mission.

JAPANESE PIGTAILS.

Some of these invertebrate beings who deem it anathema to believe in the justice of any cause with which their own country is more or less associated (say the *Pail Mail* *General*) have gradually fixed on the news from the Pouterburg, a report of a holy war to this country, that Japanese spies had been captured whose heads were decorated with genuine pig tails. From this they have argued that, as these live appendages are not grown in a month of Sundays, these bloody-headed allies of Great Britain must have been in the habit of carrying a very long time, since the length of a pig tail is not very long.

Now, one might just as well try to disprove a very simple reasoning process as to why the Japanese are not growing a month of Sundays, these bloody-headed allies of Great Britain must have been in the habit of carrying a very long time, since the length of a pig tail is not very long.

Now, one might just as well try to disprove a very simple reasoning process as to why the Japanese are not growing a month of Sundays, these bloody-headed allies of Great Britain must have been in the habit of carrying a very long time, since the length of a pig tail is not very long.

INDIAN ARMY NEWS.

The following positions of officers joining the British battalions in India to qualify for admission to the Indian Army are noted: Second Lieutenants Bunsford, Devonshire Regiment, to the 1st Devonshires; Hinde, Middlesex Regiment, to the 1st Middlesex; Roberts, West India Regiment, to the 1st Royal West India; Skinner, Worcestershire, to the 2nd King's Own Scottish Borderers; Langrish, Royal Irish Regiment, to the 1st Royal Irish Rifles; Kennedy, Bedfordshire, to the 1st Bedfordshires; Ordimer, Royal Irish Rifles; Willoughby, Essex Regiment, to the 1st Essex; Brodie and Hopwood, Lincolnshire Regiment, to the 1st Lincolnshires; Bennett, Manchester Regiment, to the 2nd North Staffshires; Jackson, R.O.S. Borderers, to the 2nd Gordon Highlanders; Tree, Middlesex Regiment, to the 1st Royal Sussex; Segrave, Royal Irish Regiment, to the 1st Royal Irish Rifles; Phipps, Adams and Stone, South Wales Borderers, to the 1st South Wales Borderers; Phillips, Royal Garrison Artillery, to the 1st Royal Munster Fusiliers; Bradney and Popham, Somersetshire L.I., to the 1st Somersetshires L.I.; Lieutenant Gibbon, Sherwood Foresters, to the 1st Bedfordshires; Second Lieut. Stevenson, 3rd Northumberland Fusiliers, to the 1st Bedfordshires.

It is notified that all classes of Warrant officers in India, however employed, including Assistant Surgeons of the Indian Subordinate Medical Service, Warrant and non-departmental Warrant officers of the Indian Unattached list serving on or after the 1st June 1902, are eligible for the Long Service medal.

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Hongkong, April 9, 1904.

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His Britannic Majesty's Ships on the China Station.

Name.	Class	Tons.	Guns.	I.L.P.	Captain.	Last reported as
Alacrity	despatch-boat	1790	—	3000	Comdr. Richard M. Harbord	Shanghai
Albion	battleship, 1st class	12,360	18	13,300	Captain Sydney R. Fremantle	Shanghai
Albatross	ship	1050	6	1400	Commander R. Nugent	Yankee
Albatross	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham, C.V.O.	Nanking
Andromeda	cruiser, 1st class	11,000	16	—	Capt. R. N. O'Donnell	Wailan
Brilliant	gunboat, 1st class	710	6	1300	Lieut. Com. O. M. Makins	Yankee
Britannia	gunboat, 1st class	710	6	1300	Lieut. Comdr. T. D. Pratt	Yankee
Centurion	battleship, 1st class	10,100	14	13,000	Captain Fagan	Shanghai
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Shanghai
Cherub	water tank and tug	350	—	350	—	Hongkong
Colap	ship	5600	11	6000	Comdr. Ernest Barton	Woonang
Esperanza	ship	1070	10	1400	—	Shanghai
Esperanza	torpedo boat destroyer	380	0	5700	—	Shanghai
Esperanza	cruiser, 3rd class	1580	12	3200	Comdr. P. V. Lewis, D.S.O.	Chenulpo
Esperanza	battleship, 1st class	12,360	18	13,300	Captain Hon. Walter G. Stopford	Nanking
Esperanza	torpedo boat destroyer	275	0	4000	—	Hongkong
Esperanza	torpedo boat destroyer	275	0	4000	—	Hongkong
Esperanza	torpedo boat destroyer	275	0	4000	—	Hongkong
Esperanza	cruiser, 2nd class	1840	8	3000	Lieut. Comdr. J. M. Riadore	Shanghai
Esperanza	torpedo boat destroyer	280	0	3900	Lieut. Comdr. A. Gregory	Hongkong
Esperanza	river gunboat	—	4	—	Lt. Comdr. C. P. Metcalfe	Shanghai
Esperanza	cruiser, 1st class	14,100	18	31,500	Captain Francis G. Kirby	Woonang
Esperanza	river gunboat	180	2	800	Lt. Comdr. F. B. Noble	West River
Esperanza	battleship, 1st class	12,360	18	13,300	Captain T. G. Groat	Hongkong
Esperanza	torpedo boat destroyer	350	0	6300	—	Hongkong
Esperanza	torpedo boat destroyer	1015	6	1400	Commander John Nicholas	Shanghai
Esperanza	ship	855	6	850	Com. D. St. A. Wake	Amoy
Esperanza	Surveying-vessel	980	10	1400	Lt. Com. R. E. Vaughan	Strait Division
Esperanza	ship	85	2	240	Comdr. T. Jackson	Shanghai
Esperanza	river gunboat	980	0	1400	Lt. Com. H. T. Atay	West River
Esperanza	ship	85	2	240	Capt. C. H. H. Moore	Singapore
Esperanza	cruiser, 2nd class	3600	8	9000	Lt. Comdr. Davidson	Shanghai
Esperanza	river gunboat	85	2	240	—	Shanghai
Esperanza	torpedo boat destroyer	355	0	6300	—	Hongkong
Esperanza	torpedo boat destroyer	280	0	6900	—	Hongkong
Esperanza	cruiser, 2nd class	5600	11	9000	—	Hongkong
Esperanza	roving ship	4600	6	—	Captain Lewis Bayly	Singapore
Esperanza	river gunboat	180	2	800	Commodore Dicken	Shanghai
Esperanza	cruiser, 2nd class	3400	8	9000	Lt. Comdr. E. V. Dugmore	Shanghai
Esperanza	coast defence gunboat	363	3	290	Capt. J. A. O. Wilkinson	Shanghai
Esperanza	battleship, 1st class	12,360	18	13,300	Lieut. Comdr. R. H. Keate	Shanghai
Esperanza	ship	850	6	1400	Lieut. Comdr. S. M. O. G.	Woonang
Esperanza	torpedo boat destroyer	355	0	6300	Comdr. S. St. John Farquhar,	Strait Division
Esperanza	surveying ship	820	—	450	—	Hongkong
Esperanza	torpedo boat destroyer	360	6	6900	Comdr. Ernest C. Hardy	Shanghai
Esperanza	river gunboat	180	2	500	In Reserve	Upper Yangtze
Esperanza	river gunboat	150	2	500	Lieut. Com. C. W. Wrightson	Upper Yangtze
Esperanza	river gunboat	150	2	500	Lieut. Com. Wason	Upper Yangtze

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief

+ Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Gruzenberger	Shanghai
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirto	Onelao
Achilles	French armoured gunboat	1793	—	—	Comdr. Laferriere	Saigon
Alouette	French gunboat	300	—	—	Lieut. A. Varney	Saigon
Argus	French gunboat	—	—	—	Lieut. Orespin	Canlon
Aspie	French gunboat	475	3	450	Lieut. Journe	Saigon
Avalanche	French gunboat	—	—	—	—	Hai Phong
Berguill	French gunboat	580	—	—	—	Tourane
Bugard	French cruiser	3740	29	9000	Capt. Lefevre	Saigon
Casse-loto	French gunboat	—	—	—	—	Hai Phong
*Chateaufort	French cruiser	8018	18	—	Captain V. Poidrons	Hongkong
Comete	French gunboat	555	—	—	Commander Louet	Hai Phong
Ducille	French gunboat	880	—	—	Commander L'Est	Hongkong
D'Assis	French cruiser	4000	31	9500	—	Saigon
Estoc	French gunboat	—	—	—	—	Hai Phong
Queydon	French cruiser	—	—	—	—	Saigon
Henri Riviere	French gunboat	—	—	—	—	Hai Phong
Kersant	French gunboat	1250	6	2300	Commander Le Galleur	Chenulpo
*Montalm	French cruiser	9700	12	19,000	Captain Cros	Saigon
Olry	French gunboat	—	—	—	Capt. Hourst	Shanghai
Pascal	French cruiser	4015	27	8000	Comdr. Senne	Hongkong
Redoubtable	French cruiser	9457	8	9071	—	Saigon
Stryx	French cruiser	1798	10	—	Capt. Vincent	Saigon
Sully	French cruiser	—	—	—	—	Saigon
Surprise	French gunboat	625	2	500	—	Saigon
Takong	French gunboat	—	—	—	—	Yangtze
Takou	French destroyer	—	—	—	Lieut. Gaillard	Saigon
Vauban	French cruiser	—	—	—	Captain Blondel	Saigon
Vigilante	French gunboat	—	—	—	Lieut. Carol	Canlon
Bussard	German cruiser	1857	15	2900	Comdr. Huss	sailed for South Africa
Fürst Bismarck	German flag-ship	14,000	36	14,000	Captain Provo	Teigtau
Göter	German cruiser	1776	15	2900	Comdr. von Stunditz	Teigtau
Hansa	German cruiser	8230	34	10,000	Capt. Schroeder	Teigtau
Hertha	German cruiser	6500	37	10,000	Capt. Baron Schimmelmanner	Teigtau
Itis	German gunboat	1030	10	1300	Comdr. Baron von M. Hüllessem	Teigtau
Jaguar	German gunboat	900	10	1300	Comdr. Wilbrandt	Teigtau
Lucas	German gunboat	1030	8	975	Comdr. Kruencke	Teigtau
Möwe	German gunboat	1030	8	975	Comdr. von Grunimkow	New Guinea
Seeadler	German cruiser	1640	15	2800	Comdr. Porvitz	Teigtau
Thetis	German cruiser	2650	24	8000	Captain Voit	Teigtau
Tiger	German gunboat	900	10	1300	Comdr. Deimling	Hongkong
Vorwarts	German gunboat	—	2	500	Lieut. Scharf	Yangtze-River
Elba	Italian cruiser	2300	10	7471	Captain Borea	Chenulpo
Marco Polo	Italian cruiser	3600	18	13,000	Captain Presbitero	Amoy
Vettor Pisani	Italian cruiser	5500	18	—	Capt. Cal	Amoy
Adamastor	Portuguese cruiser	1980	14	4000	Captain d'Antas Ribeiro	Macao
Diu	Portuguese gunboat	730	—	—	Captain Diogo de Sa	Macao
Vasco de Gama	Portuguese cruiser	3030	—	—	Capt. Manuel Vasco de Carvalho	Shanghai
Aleout	Russian gunboat	810	8	730	Comdr. Guir	Vladivostok
Amur	Russian cruiser	2600	5	4900	Comdr. Gramatshkoff	Port Arthur
Askold	Russian cruiser	4000	27	16,500	Capt. Reitzenschein	Port Arthur
Bayan	Russian cruiser	7800	10	—	—	Port Arthur
Bayan	Russian cruiser	3900	6	—	—	Sunk
Bobr	Russian gunboat	1050	8	1150	Comdr. Erjokovich	Port Arthur
Bogoy	Russian cruiser	6840	12	—	—	Port Arthur
Diana	Russian cruiser	6731	8	—	—	Port Arthur
Djigit	Russian gunboat	1458	3	1700	Capt. Nasarowsky	Port Arthur
Gaidamak	Russian gunboat	500	2	350	Comdr. Yonif	Port Arthur
Gromobol	Russian gunboat	1450	6	2000	Comdr. Zagarsky	Port Arthur
Gromobol	Russian gunboat	12,364	44	14,500	Captain Jensen	Vladivostok
Gromobol	Russian gunboat	1000	8	1000	Comdr. Shumoff	Sunk
Korost	Russian gunboat	1213	7	1500	Comdr. Novakowsky	Shanghai
Mandjour	Russian gunboat	1224	7	1400	Commander Crown	Shanghai
Navarin	Russian battleship	10,206	12	9000	—	Port Arthur
Novik	Russian cruiser	3000	6	17,000	—	Port Arthur
Otravay	Russian cruiser	6480	12	9000	Comdr. Vasiloff	Port Arthur
Pallada	Russian gunboat	8721	12	—	—	Port Arthur
Peresla	Russian gunboat	12,674	15	14,500	Captain Koroleff	Port Arthur
Potapovsk	Russian gunboat	10,960	16	10,000	Captain Jakovlev	Sunk
Pobeda	Russian gunboat	12,674	15	14,500	Capt. Zataradeng	Danang
Poltava	Russian gunboat	10,960	16	10,000	Captain Oseroff	Port Arthur
Rashynok	Russian cruiser	1324	10	1788	Comdr. Liven	Port Arthur
Reizwan	Russian battleship	12,902	16	16,000	—	Port Arthur
Rosita	Russian protected cruiser	12,200	08	17,000	Captain Gopelrenpoff	Vladivostok
Rurik	Russian protected cruiser	10,923	28	13,500	Capt. Matvevich	Vladivostok
Seydlitz	Russian battleship	10,980	18	10,000	Captain Gopelrenpoff	Port Arthur
Silad	Russian gunboat	950	2	1125	Lieut. Comdr. Ivanoff	Port Arthur
Sivuch	Russian gunboat	1050	8	1120	Comdr. Glinter	Norwich
Tsarvitch	Russian battleship	12,900	38	16,500	—	Port Arthur
Varyag	Russian cruiser	6610	27	20,000	Capt. Bahe	Sunk
Vendik	Russian gunboat	500	9	3500	Comdr. Zagoriansky-Kissel	Port Arthur
Zahypaka	Russian cruiser	1230	13	1194	Comdr. Abramoff	Port Arthur
Albany	U. S. cruiser	3500	—	—	Capt. Dyer	Cayte
Annapolis	U. S. gunboat	1030	6	1227	Capt. Rohrer	Shanghai
Buffalo	U. S. cruiser	4698	14	3500	—	—
Calho	U. S. cruiser	235	—	—	Lieut. M. L. Miller	Hongkong
Cincinnati	U. S. gunboat	3213	—	—	Capt. H. E. Mason	Shanghai
Elcano	U. S. gunboat	540	—	—	Comdr. J. H. Hod	Shanghai
Holmes	U. S. gunboat	1392	8	1968	Comdr. Stanton	Canton
Massachusetts	U. S. monitor	3980	6	5000	Captain Mahan	Shanghai
Monterey	U. S. monitor	4084	4	6244	Comdr. W. H. Beebe	Manila
New Orleans	U. S. cruiser	3127	30	—	Commander Sperry	Onlao
Oregon	U. S. cruiser	10,288	45	—	Captain Burwell	Manila
Rainbow	U. S. cruiser	4086	—	—	Capt. J. B. Collins	Manila
Raleigh	U. S. cruiser	3213	—	—	Captain Swanwick	Shanghai
San Francisco	U. S. cruiser	4086	27	9913	Captain Vary	Manila
Vicksburg	U. S. cruiser	1000	13	1118	Commander Marshall	Shanghai
Villalobos	U. S. gunboat	400	—	—	Lieut. L. C. Berolotto	Shanghai
Wilmington	U. S. gunboat	1357	8	1894	Commander A. W. Dodd	Hongkong
Wisconsin	U. S. flag-ship	12,030	—	—	Captain Clover	Manila

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A. S. W. COOK, 422, BATHURST

ESTABLISHED 1859.

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'CLUB' \$15.00

A Whisky that is perfect with 'TAN-
SAN' Water.

SOLE AGENTS:

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12, Queen's Road Central.

MEMOR. FOR TO-MORROW.

Auctions.

9.30 p.m. - Auction of Postage Stamps,
at Messrs Hughes & Hough's Sales
Rooms.9.30 p.m. - Auction of a Consignment of
Fancy Goods, &c., at Mr Geo. P. Jam-
mer's Sales Rooms.

Amusements.

9 p.m. - Performance at City Hall.

General Memoranda.

TUESDAY, June 15:—

Goods per *Nashua* not cleared at 4 p.m.
on this date subject to rent

WEDNESDAY, June 16:—

9.30 p.m. - Auction of a French Steamer
Hobart, at Messrs Hughes & Hough's
Sales Rooms.Goods per *Hobart* not cleared at 4 p.m.
on this date subject to rent

THURSDAY, June 17:—

Goods per *Person* undelivered after this
date subject to rent

FRIDAY, June 18:—

Goods per *Yarrow* undelivered after this
date at Noon will be subject to rent
and landing charges.

CHOLERA INFANTUM. - This has

long been regarded as one of the most

dangerous and fatal diseases to which in-
fants are subject. It can be cured, how-
ever, when properly treated. All that isnecessary is to give Chamberlain's Colic,
Cholera and Diarrhoea Remedy and castor
oil as directed, with such bottle, and a cureis certain. Since this remedy has come into
such general use, there are very few deaths
from cholera infantum, and none whateverwhen it is given. For Sale by All Dealers;
WATKINS & Co., Ltd., General Agents.

NOTICE OF REMOVAL.

THE BUSINESS OF THE

Hongkong Dispensary

IS NOW BEING CARRIED ON

IN

Alexandra

Buildings,

Des Vœux Road.

The HOURS of BUSINESS of the

HONGKONG DISPENSARY in its New

Premises are as follows:—

WEEK DAYS 8.30 A.M. to 6 P.M.

SATURDAYS 8.30 A.M. to 2 P.M.

SUNDAYS 10 A.M. to 1 P.M.

An Assistant will be on duty at all times

to Dispense prescriptions.

A. S. WATSON & Co., Limited,

May 31, 1904.

BIRTH.
At the Ice Works, River Valley, Singapore, on June 6th, the wife of Walter Cummings, of 8 Son.

MARRIAGE.
On May 11, at Whitfield, England, C. J. WILSON, M.D. (formerly of Hongkong), to Dorothy CLARK HILLS.

DEATH.
At midnight, on June 10, at Yokohama, HELLER, the beloved wife of Alexander Wright, of Shanghai.

The publication of this issue commenced
at 5.20 p.m.

The China Mail.

HONGKONG, FRIDAY, JUNE 17, 1904.

SIR ROBERT HART'S LAND TAX MEMORANDUM.

HIS MILITARY AND NAVAL SCIENCES.

II.

Many attempts have been made to as-

certain the approximate total of the

native customs collected from year to

year, but so far it has defied all efforts

for its elucidation. Judging, however,

from the immense amount of junk trade

at the various treaty ports, and from

the enormous fortunes made by suc-

cessive incumbents of the various ap-

pointments as superintendents of native cus-

toms, the revenue from this source is

very considerable, although only a very

small portion of it reaches the public

Treasury. With the amalgamation of

the Native Customs with the Foreign

Customs under the same collectorate

and supervision, with the abolition of

like tax and the consequent increase

from a 5 per cent ad valorem duty to

12½ per cent, and with the extension of

foreign and native trade owing to the

removal of the like barriers, the For-

eign Customs should, in a few short

years, be in a position to account to the

Board of Revenue an annual sum of no

less than Tls. 80,000,000. This sum

will be a considerable addition to the

revenue from land tax and may equally

be relied on for both undiminished

amount and uninterrupted continuity.

We do not anticipate that Custom du-

ties would ever be abolished in China

any more than in any other country in

the old or new world. Free trade

has not hitherto found any favour

with any nation in Europe or Am-

erica except England, and now even

the latter is getting a little weary

of it and strong efforts are being made

to discard it for protection or retali-

ation. We will briefly notice next the

salt gabelle. This tax is put down in

the Official returns as Tls. 13,000,000,

but various independent observers, in-

cluding Mr Consul Jamieson, have

estimated the revenue derivable from

this source to be from two to four times

its present amount. A comparison with

the salt revenue in India will assist us

here, as in the case of the land tax, in

coming to an approximately correct

conclusion. The salt tax in India yielded

to the British Government in 1900 a

revenue of £5,850,000, which shows

that the Chinese Government with an

honest administration may get quite as

large if not a proportionately larger

revenue from its people who are not

less wealthy than the Indians and

certainly more numerous. As we have

remarked before, the population of

China Proper is just about one third

more than that of British India, and, if

we work out the proportion, then

£7,775,000, or Tls. 62,000,000, should

represent the yearly amount of salt tax

in China, assuming, of course, that the

import on salt in both countries to be

the same or nearly the same.

Lastly, we come to the consideration

of the tax on native opium. According

to Official returns this is set down at a

little above Tls. 2,000,000, but we need

scarcely say that this, like the rest

of the revenue collected by native officials,

is far below the amount actually received.

land tax alone may not bring in the

vast sum of Tls. 400,000,000, with

the addition of the amounts from the

above-named sources, if honestly

collected, the required total may after

all be obtainable.

Regarding the mode of collecting

the land tax recommended in Part

II of the Memorandum, we do not

propose to criticise its suggestions in

detail, nor is it necessary to do so.

The principle underlying the whole

scheme we venture to think, is un-

sound, as the District Magistrate,

assisted by ten Expectant Officials, is

to be made, as before, the Collector.

It is notorious that the collection of

the land tax in the hands of these

Magistrates and their underlings is

everywhere and without exception

characterised by extensive peculation

and corrupt practices of all kinds,

and that nothing short of an entire

abolition of the present system

can purge away the evils consequent

upon the notion of perquisites

entertained universally by the in-

cumbents of such offices. As an

example of the fearful extent of

the peculation we may mention that

the land tax collected by these District

Magistrates is put down annually

amounting to Tls. 25,000,000, about

one-ninth of our estimate, and one-

eighth of that of the Inspector

General, and yet the self-same persons

are to have another trial under certain

new regulations. Besides, every Magi-

strate is invested with judicial func-

tions, and it is his duty to redress any

wrong which the taxpayers may suffer

from the hands of the tax collectors.

Clearly he cannot be the judge and

the wrong-doer at the same time. It

is only too true that, with the Foreign

Customs excepted, the system of col-

lecting revenue in vogue in China is

rotten to the core, and it is imperative

to reform radically the whole organi-

sation and place it on a sound basis

before any 'honest performance of duty'

can be expected from those engaged

in the collection. It is to be regretted

that the Inspector General has not

used his undoubted great influence

with the Chinese Government to in-

duce it to initiate such a reform, and

that he should content himself by pro-

posing some patch-work measures

which, in the end, will render null

and void the good effects of the very

many excellent suggestions which he

has made in the Memorandum.

To show the utter uselessness of

partial and superficial reform, we

cannot give a better instance than the

Foreign Customs itself, over which the

author of the Memorandum has pre-

sided with such distinguished ability for

so many years. Contrast it with the

Native Customs, notice the essential

difference in the organisation and ad-

ministration between the two, and the

results. Can any doubt be entertained

for a moment that if the Foreign cus-

toms be forthwith placed in the

hands of a native staff similar to that

which is collecting the like, the land

tax, or native custom dues, the ef-

ficiency that has always characterised

that department would at once dis-

appear, and peculation and corruption

would be as prevalent as ever, not-

withstanding whatever rules and re-

gulations the Government may make

to improve such a staff. We fully

appreciate the motive and reasons of

the Inspector General for his recom-

mendations regarding the collection of

the land tax and its procedure. We

quote his own words, 'If detailed and

minute rules must first be waited for,

the reform will be indefinitely delayed;

it would, therefore, be better to adopt

a simple procedure, making a begin-

ning, proceed step by step and allow

rules and regulations to evolve them-

selves as occasion arises and ex-

perience teaches.' It is the principle

of 'half-a-loaf is better than no bread'

expressed in a different way, and it

shows an anxious fear in the mind of

the author that a radical reform, how-

ever desirable and necessary it may

be, will meet with rejection of the

whole scheme. It is decidedly simpler

and easier to make superficial im-

provements just as it is to build

upon the sand without labouring

for a safe foundation; but what

about the proverbial result of such

proceedings. Furthermore, will not

the ill-success which is sure to attend

such surface reform tell against the

whole scheme itself, which, if pro-

perly carried out, is quite feasible

and practicable. Our views on this

subject are of quite a different na-

ture. We strongly recommend the

Chinese Government to have a distinct

and separate department in every

province to collect the Imperial

Revenue, and that such a department

should be constituted in precisely the

same manner as in most European

countries with a staff of competent

accountants or auditors to check its

receipts and disbursements. All such

provincial departments should be

placed directly under the control and

supervision of the Central Govern-

ment at Peking. We would advise

that no District Magistrate, nor

Prefect, nor Taotai, nor any officers

charged with the administration of

justice and law, to have anything to

do with the collection of the revenue,

and that a uniform currency for the

whole of China be introduced as soon

as possible, to facilitate the collection

and to prevent squanders and other

reprehensible practices. We advocate

no half measures, for in the long run

they will entail more trouble and

expense, as well as causing general

dissatisfaction and discouragement.

Concerning the proposed expendi-

ture

BY TELEGRAPH.

[CHINA MAIL'S SPECIAL SERVICE.]

DISASTROUS WRECK NEAR AMOY.

THE HOANGHO STRIKES A ROCK.

FOUNDERS ALMOST IMMEDIATELY.

Three Hundred Chinese Drowned.

The Captain Saved.

(From Our Own Correspondent).

Amoy, June 17, 8.20 a.m.

Messrs Butterfield and Swire's steamer *Hoangho* struck a rock at Chingmo Bay on Thursday at daylight and foundered immediately.

She had a great number of Chinese passengers on board.

The Captain and second officer, and fifty Chinese were saved.

The Chief Engineer is missing. Over 300 Chinese have been lost.

The steamer *Wenchee* has gone out to search for survivors.

From enquiries made locally it appears that the *Hoangho* is under the management of the Shanghai Branch of the China Navigation Company, and is engaged in the passenger trade from Amoy to Chingmo.

Chingmo, or Tachouba, is an important port, but 40 or 50 years ago, was the opium port of South China. The entrance to Chingmo is badly surveyed, but it is considered a dangerous run.

The *Hoangho* only commenced to run between Amoy and Chingmo about five months ago, and soon after that struck a rock near Chingmo. She was taken to Shanghai and docked, and returned to the run again.

A captain of one of the coasting steamers in the harbor expressed surprise when he was told that the *Hoangho* had been wrecked in Chingmo Bay and could not understand why she went in at all, there being, he thought, no reason for it.

Chingmo Bay is situated between longitudes 118 and 119 E. and between latitudes 24 and 25 N., and is about forty miles north-east from Amoy.

The crew of the *Hoangho* would probably consist of Captain, first and second mates, eight firemen and eight sailors, besides the crew of the *Wenchee*, which would amount to another twenty or more.

The *Hoangho* is an iron screw steamer of 677 tons gross and 238 tons net register. She was built in Greenock in 1878 by Messrs Scott and Company, Glasgow, and her dimensions are—Length 101 feet, breadth 25 feet 1 inch, depth 9 feet 9 inches. She was registered at Shanghai and flies the British flag.

The vessel was built to the order of Messrs Jardine, Matheson and Company, who disposed of her to a Chinese firm, after which the China Navigation Company purchased her, and placed her on the Amoy to Chingmo Bay run.

The *Wenchee* is also an iron screw steamer, and her tonnage is 898 gross, 190 net. She was built in Greenock in 1878 by Messrs Scott and Company and is 220.1 feet long, 28.5 feet wide and 21.6 feet deep. She was registered in London, and runs under the British flag. She is owned by The China Navigation Company, and is under the command of Captain Hunter.

[CHINA MAIL'S EXCLUSIVE SERVICE.]

SUPPLIED BY REUTERS, VIA BOMBAY.

(Received on June 15, at 5 p.m.)

THE FRANCO-SIAMESE TREATY.

PERIOD OF RATIFICATION EXTENDED.

LONDON, June 16.

The period of ratification of the Franco-Siamese treaty has been extended to July 20.

ARMY REFORM.

TO FACILITATE COLONIAL MOBILISATION.

Earl Donoughmore's Bill.

LONDON, June 16.

The House of Lords has passed the second reading of the Earl of Donoughmore's Reserve Force Bill.

The object of the Bill is to facilitate the return to the colonies of residents and reservists in India and the Colonies in case of mobilisation, and also to sanction direct enlistment in the Reserve of India and the Colonies.

BY TELEGRAPH.

[CHINA MAIL'S EXCLUSIVE SERVICE.]

SUPPLIED BY REUTERS, VIA BOMBAY.

(Received on June 16, at 5 p.m.)

THE RUSSO-JAPANESE WAR.

VLADIVOSTOCK FLEET ESCAPES.

The Ships Sail Eastward.

LONDON, June 16.

It is rumoured that the Vladivostock fleet, which has been actively aggressive in the Korea Strait during the past day or two, has escaped to the Eastward.

RUSSIANS ROUTED.

BRILLIANT JAPANESE ADVANCE.

Muscovites Driven from the Line.

[JAPANESE OFFICIAL DESPATCH.]

Tokyo, 16 June, 6.25 p.m.

A report from the commander of our army in Manchuria states that on the 14th the main body advanced northward in two columns along the railway, expelling the enemy from the east of Wafangdian. At 5 p.m. the enemy made a stand on a line from Langwangdian to Talingdian, and after a two-hour cannonade we occupied at nightfall a line from Talingdian to Yohatou.

Another column for manœuvring the enemy's right and covering our flank and rear moved east of Fushen and advanced upon the line from Talingdian to Nishiding.

The enemy's main force was engaged in the night.

On the 15th inst. the enemy near Talingdian consisted of two and a half divisions occupying a position from Talingdian to Chongtashan.

At dawn we opened the attack with the main body, and advanced along the railway one column from Talingdian.

At 9 a.m. a column of the left wing joined from Talingdian and at noon we were in possession of Chongtashan.

Thus the enemy were surrounded near Talingdian, and after severe fighting were routed northward at 3 p.m.

Our losses are estimated to be under 1,000.

So far as is known, we captured the colours, 11 quickfiring and about 300 of the enemy, including the commander of the Fourth Regiment of infantry and shipshooters.

Over 500 killed and wounded of the enemy were left on the field.

Our scouts saw the enemy march with a Japanese flag in this engagement, whereupon our artillery were misled and suspended fire.

ANOTHER LAND VICEROY.

HUAJIN OCCUPIED.

[JAPANESE OFFICIAL DESPATCH.]

Tokyo, June 14.

General Kuroki reports that on the 15th instant a detachment occupied Huajin, situated sixty-five miles north-west of Kuandian.

The enemy consisted of three hundred Russians and three hundred Hungarians.

There were no casualties on our side, and the enemy's casualties are unknown.

One prisoner's epaulette shows that the Fifteenth East Siberia Regiment were engaged.

JAPANESE TRANSPORTS

TORPEDOED.

VLADIVOSTOCK SQUADRON AGGRESSIVE.

The 'Hitachi Maru' Sunk.

[JAPANESE OFFICIAL DESPATCH.]

Tokyo, June 14, 12.30 p.m.

On the morning of the 15th instant the Vladivostock squadron, consisting of the *Kosio*, the *Gromoboi*, and the *Kurik* appeared at Genkai and attacked three Japanese transports, the *Hitachi Maru*, the *Sado Maru*, and the *Izumi Maru*.

The *Hitachi Maru* was sunk, and but few men were saved.

The *Sado Maru* was torpedoed but was not sunk, and it is believed that the majority of the men have been saved.

The *Izumi Maru*'s fate is unknown.

The Squadron was sighted off Okinawa on the 16th instant.

JAPANESE FLEET IN PURSUIT.

ADMIRAL KAMIMURA IN COMMAND.

[JAPANESE OFFICIAL DESPATCH.]

Tokyo, 17 June, 3.15 p.m.

Admiral Kamimura's fleet started on the morning of the 16th instant pursuing the Vladivostock squadron.

[REUTERS'S SERVICE.]

THE WAR.

LONDON, June 15.

Despatches from General Kurapatkin and Admiral Stokelberg received in St. Petersburg confirm the recent reports of severe fighting to the North of Port Adams, which appears to indicate a general advance of the Japanese Northwards from Kwan Tung. Admiral Stokelberg reports a battle on the 14th instant, in which the Japanese repeatedly assaulted a position South of Wa Fangtang. He claims that the Russians retained the position, but admits that the losses were severe. A regimental commander was killed and General Gerngross wounded.

SAD DISASTER IN NEW YORK.

LONDON, June 15.

The steamer *General Slocum*, with a thousand German Sunday School excursionists, mostly women and children, on board, has been burned at Hell Gate, New York harbor. The fire was so rapid that no boats could be launched. The tugs finally beached the steamer, but five hundred lives were lost.

CANADA.

An Ottawa Order of Council has been promulgated dismissing Major-General the Earl of Dundonald, Commanding the Militia, for grave indiscretions and insubordination. The Council deeply regrets that an officer of his rank, so regrettably failed to appreciate the principle of Constitutional Government.

ENGLISH FOOTBALLERS.

On the way to Australia.

The English team of Rugby Footballers who are visiting Australia and New Zealand arrived in Melbourne on May 30 by the O.L.S. *Cornwall*. Most of the team spent the day ashore 'doing the sights' including the inevitable trip to Mount Levin. Speaking to a representative of the *Times* of *Orion* the visitors described the voyage as having been a pleasant one on the whole. The team includes 10 Internationals, and the members are confident of meeting with success. There have been some changes in the combination originally selected. E. W. Baker, the Clifton and Gloucestershire three-quarter, was unable to get away and his place has been taken by F. Jowitt, of Swansea and Wales. Kelly of Tiverton, and J. C. Jenkins, of Newport, are two other forwards who have had to stand out, their places being taken by P. Swannell, of Northampton, and A. F. Harding, of Wales. These changes by no means weaken the team, the best recommendation about it being that it includes 10 Internationals. The team are not aware what the matches are they are to play; but the programme allows for a three months' tour in Australia and one month in New Zealand, the visitors being due back in England on October 24th.

Naturally one of the first questions was the reason of the team not replying to the invitation from Ceylon to play a match here. The explanation of the visitors was that Mr. Combe's letter reached them just as they were leaving Port Said, and they had no time to send a telegram. In any case the team had held a meeting and were for not playing owing to the heat, while many were for spending all the time available in sight-seeing.

'That's what we are doing now,' remarked a member of the team, as he got off with five others in rickshaws from the Galle Face Hotel. 'Sorry we can't say anything more.' Mr. Beddell Sturges, the captain of the team, said that the coming tour in Australia and New Zealand would be a remarkably stiff one, including more than a score of matches against picked teams, and as skipper of the team he was certainly not at all justified in playing a match at Colombo. There was always the danger, in a chance match of that kind, that some of the men might get hurt, and he knew enough of the men they were likely to meet at Rugby football in Ceylon to feel sure that his team would have had to go all the way to win. Mr. Sturges said his team was in remarkably good condition. On board ship they put in an hour in the morning at dumb-bells, Sandow's exercises, and other forms of exercise, and played cricket during the afternoon; and again in the evening they went through another gymnastic course. He had a very fine team indeed, two-thirds of whom were internationals. He need only mention Gabe and Teddy Morgan to show the class of the combination. In Australia they knew they were in for a very hard struggle, but he felt confident that they would give a good account of themselves.

A DANGEROUS DISEASE.—Every one knows that cholera morbus is one of the most painful and dangerous diseases known to humanity. The fact that it is so swift and so often fatal in its results makes it more to be feared than almost any other malady. It often terminates in death before a physician can be summoned or medicine procured. Attacks of cholera morbus come unexpectedly and every family should be prepared. Chamberlain's Colic, Cholera and Diarrhoea Remedy is a reliable and effective medicine, and it given in time will prevent serious consequences. This remedy never fails and is pleasant to take. Every household should have a bottle at hand. Get it today. It may save a life. For Sale by All Dealers; WATKINS & Co., Ltd., General Agents.

THE STANLEY COMPANY.

The Fanny Stanley Company presented the comic opera 'Les Cloches de Corneville' at the City Hall last night, and we are pleased to be able to say that the production was a pronounced success. Compared with the previous night's performance of the 'Naughty Girl' the work of every member of the company showed a marked improvement. The production is full of catchy airs and scenes which give the artists ample opportunities, and of these they took advantage. Mr. Driscoll as Gaspard, the miser, was the success of the evening. He gave a capital interpretation of the part. The scene in the old haunted castle where he is seen floating over his hidden wealth, earned for him repeated rounds of applause which he well deserved. Mr. Leslie Groves was responsible for a great deal of mirth and was most congenially played as Goby, the Bailie's shadow. Mr. Groves is possessed of an undoubted sense of humour and he played his part admirably. The Bailie (Mr. Harry Neville) upheld the majesty of the law with becoming dignity, while Mr. Frank Peachey, as the Marquis de Cornville, was as successful as of yore. Miss Fanny Stanley appeared as Serpentine, and Miss Fio Nightingale as Germaine, and both gave appreciable renderings of the parts. Miss Nightingale was in excellent voice. Several of the duets and choruses were enthusiastically encored. To-night 'Colleen Bawn' will be staged.

THE SANITARY BOARD AND ITS POWERS.

The P.W.D. and Urinals.

At a meeting of the Sanitary Board held yesterday a point with regard to the powers of the Board in connection with the urinals from Mr. Weismann for permission to retain the water closets and urinals already on the premises at No. 34 Queen's Road Central, which were formerly occupied by the Hongkong Club. It was during the time that the Club was in possession that the urinals were erected. When Mr. Weismann took over the premises he applied for a license to use the urinals, and in May last he was informed that his license would be granted if he removed the urinal, etc. Messrs. Palmer and Turner, architects, then wrote on behalf of Mr. Weismann asking the Board to reconsider their decision on condition that an independent water supply be supplied to the urinals, and that the urinals be supplied with water, and that they thought it would be better to sink a well.

When the matter came up for consideration yesterday Mr. Hewitt said that the fact that the urinal had been erected when the Hongkong Club occupied the premises had nothing to do with the question; that was years ago. A tank to contain 1,000 gallons was not sufficient for flushing it. If Mr. Weismann could not make an independent water supply the drain had better be closed. In the past things were different to what they were now.

Mr. Pollock asked whether the place could be legally closed if permission had been granted to the Hongkong Club. That was 20 or 30 years ago, of course, when the Board did not exist, such matters then being under the P. W. D.

On it being suggested that Mr. Weismann be asked to produce the certificate of permission regarding the erection of the urinals, Mr. Pollock desired to know how Mr. Weismann could show a Sanitary Board certificate if the Board did not exist when they were erected?

It was finally decided to get an opinion on the matter from the Crown Solicitor or the Attorney General.

RUSSO-JAPANESE WAR FUND.

Thirty Thousand Dollars Raised.

The Secretary of the Russo-Japanese War Fund sends us the following statement of the amount collected for the Fund, and the subjoined correspondence relating to the method of distribution:—Total subscriptions received (of which Mr. Ho Poek collected \$10,038.35 from Chinese) ... \$30,038.35 Interest from Bank ... \$30,668.81

Less cost of Advertising, Printing, &c. ... 75.80

Net balance ... \$30,488.01

which is apportioned to the two objects of the fund in accordance with the expressed wishes of the Subscribers, as follows:—(1) Providing additional comforts in Hospital treating all sick and wounded from the War, \$11,528.60; (2) In aid of the families of Japanese killed in the War, \$18,959.41; Total, \$30,488.01.

(Signed) J. R. M. SMITH, Hon. Treasurer.

Audited and found correct. MURRAY STEWART, Hongkong, 14th June, 1904.

Hon. Sir C. P. Chater, C.M.G., Chairman, The Russo-Japanese War Fund.

Dear Sir:—In accordance with the decision at the last meeting of committee I beg to hand you herewith the following D/Drafts on Hongkong and Shanghai Banking Corporation, Yokohama, in favour of H. E. Sir Claude M. MacDonald, G.C.M.G., K.C.B. H.B.M.'s Minister at Tokyo, viz:—Yen 10,318.09 being the equivalent at exchange 89/127 of \$11,528.60; the balance of the 1st Fund—Providing additional comforts in Hospital treating all sick and wounded from the War, Yen 18,959.41 being the equivalent at exchange 89/127 of \$18,959.41; the balance of the 2nd Fund—'In aid of the families of Japanese killed in the War'—Yen 1,000.00.

I am, Dear Sir, Yours faithfully, (Signed) J. R. M. SMITH, Hon. Treasurer.

Hongkong, 14th June, 1904. To His Excellency Sir Claude M. MacDonald, G.C.M.G., K.C.B., &c., &c., &c. H. B. M. Minister, Tokyo.

Sir:—Referring to your letter of 2nd April in which your Excellency was good enough to say you would take charge of the funds raised in this Colony in aid of the wounded in the Russo-Japanese War, I beg to inform you that our subscription list has been closed, the total net sum realised being \$30,488.01. The 1st Fund—'Providing additional comforts in Hospitals treating all sick and wounded from the War'—amounts to \$11,528.60—Yen 10318.09. The 2nd—'In aid of the families of Japanese killed in the War'—amounts to \$18,959.41—Yen 16,959.41.

I now have the pleasure to enclose two drafts for the above sums on the Hongkong and Shanghai Bank in favour of Your Excellency and would ask you to be kind enough to dispose of these funds in accordance with the conditions under which they were collected. I am sure you will be able to do so. I am, Sir, very kindly taking charge of the fund.—I have the honour to be, Sir, Your Excellency's obedient humble servant, (Signed) C. P. CHATER, Chairman.

Hongkong, June 17, 1904.

THE WATER WORKS EXTENSION.

The Taitam Tuk Scheme.

It will be within the recollection of most of our readers that after the serious water famine of 1902 a report was presented to the Government by Mr. Chadwick dealing exhaustively with the water question and recommending the carrying out of extensive works at Taitam Tuk.

Mr. Chadwick's proposal was to construct a large reservoir at the sea level below Taitam Tuk village, and from there to pump the water up to the Taitam tunnel. Before these works could be commenced it was necessary to undertake extensive surveys and also to ascertain the nature of the ground on which it was proposed to build the dam. For this purpose wells were sunk in the bed of the shallow bay below Taitam Tuk village, one of these wells was sunk to a depth of nearly 60 feet before rock was met with, thus showing that very deep excavations and extensive foundations would be necessary if a dam were to be built on this site. Other borings were at once put in hand to ascertain if a more favourable site could not be found, but, as reported by the Director of Public Works, it was obvious that, 'as a lengthened period must elapse before a scheme for the low level dam could be definitely prepared, submitted and carried out, it became necessary to consider what could be done by way of a scheme which would enable this interval to be bridged over and at the same time would not hamper or interfere in any way with the carrying out of the former.'

It was eventually decided to construct a reservoir with a capacity of 124 million gallons on a site about half a mile above the village of Taitam Tuk; the water from this reservoir is to be conveyed by 18 inches cast iron pipes to a pumping station to be erected on the shore of Taitam Bay and from there pumped up to the Taitam tunnel.

These works are now in hand, the pumping machinery has been ordered in England, and a contract has been let to the Kang On firm for the works, which include a reservoir dam about 100 feet high and 400 feet long at the top water level; the construction of a new main road 20 feet wide with a uniform gradient of 1 ft. in 248 feet, and access roads from the pumping station in Taitam Bay to the gauge basin of the existing Taitam reservoir, including four large masonry bridges, and several heavy cuttings; and the levelling of the site for and the construction of a pumping station on the west shore of Taitam Bay, with engine house, boiler house, chimney and European quarters. The engine house will contain two triple expansion vertical pumping engines, each capable of delivering one and a quarter million gallons per day of twenty-four hours with a lift of 400 feet.

The contractor has now about 400 men on the works and it is hoped that the dam will be sufficiently advanced to allow of the impounding of water before the end of the rainy season of 1905.

PAINS IN THE STOMACH, like toothache, are not dangerous, but decidedly unpleasant. Persons who are subject to such attacks will be pleased to know that prompt relief may be had by taking a dose or two of Chamberlain's Colic, Cholera and Diarrhoea Remedy. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

To-day's Advertisements

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

The Company's Steamship *Perris*, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, where delivery may be obtained.

This vessel brings cargo:—From Levant ex *Adria* transhipped at Port Said. From Venice ex *Adria* transhipped at Trieste. From South Africa ex *Adria* transhipped at Aden. From Trieste ex *Adria* transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersecretary before Noon on the 23rd June, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd June, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, June 17, 1904.

NOTICE TO CONSIGNEES.

STEAMER YARRA.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON ex *Adria* transhipped at Port Said. From Venice ex *Adria* transhipped at Trieste. From South Africa ex *Adria* transhipped at Aden. From Trieste ex *Adria* transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersecretary before Noon on the 23rd June, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd June, will be subject to rent and landing charges.

Bills of Lading will be countersigned by the Undersecretary. Goods remaining undelivered after FRIDAY, the 24th June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th June, or they will not be recognized.

All damaged packages will be examined by the Undersecretary, on the 24th June, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, June 17, 1904.

To-day's Advertisements

BEFORE DECIDING ON THE PURCHASE OF A TYPEWRITER CALL AND INSPECT THE NEW MODEL.

For Particulars, apply to

KELLY AND WALSH, Hongkong.

Or to the

YOST TYPEWRITER CO., LD.,

50, HOLBORN VIADUCT, LONDON, E.C.

Shanghai, January 8, 1904.

20-5

THEATRE ROYAL.

UNDER THE Direction of Miss FANNY STANLEY.

FANNY STANLEY'S COMIC OPERA AND DRAMATIC COMPANY.

TO-NIGHT! TO-NIGHT! Dion Boucicault's beautiful Irish Drama 'THE COLLEEN BAWN'.

Introducing Irish Comic Songs and Ballads. SATURDAY, 18th JUNE.

'GRAND VAUDEVILLE'.

Act II—Grand Musical 'OLIO,' Introducing all the latest Songs, Dances and Cabalets.

PART III—The laughable One-Act Comedy 'THE TROUBLES OF A JUDGE'.

MONDAY, JUNE 20th.

GRAND COMPLIMENTARY BENEFIT, Tendered by Miss FANNY STANLEY to Mr. ROBERT STEPHENSON, previous to his departure from the Colony.

Musical Comedy.

'MY SWEETHEART,'

Mr. STEPHENSON in Tuxedo, Miss FANNY STANLEY as TINA.

TUESDAY, JUNE 21st.

GRAND FAREWELL BENEFIT to Miss FANNY STANLEY, and positively the Last Night.

By Special Request 'A ST. LYNN'.

Plan at ROBINSON PIANO COMPANY.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named:—

STEAMERS	TO SAIL ON	REMARKS
LONDON, &c.	Coromandel (C. M. Mostford, R.N.R.)	Noon, 18th June. See Special Advertisement
YAMA, Via SHAI, MOJI & KOBÉ (passing through the IZUMI SEA)	Shanhai (C. J. Benton, R.N.R.)	About 24th June. Freight only.
LONDON & ANTWERP, Via SHAI, MOJI, &c.	Shanhai (C. J. Benton, R.N.R.)	About 24th June. Freight and Passage.
SHANGHAI, &c.	Shanhai (C. J. Benton, R.N.R.)	About 30th June. Freight and Passage.

For further Particulars, apply to
P. & O. S. N. Co.'s Office,
Hongkong, June 17, 1904.

HAMBURG-AMERIKA LINIE.

DEUTSCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through bills of lading for ANTWERP, ROTTERDAM, COPENHAGEN, LONDON, LIVERPOOL, GLASGOW, TRAPPE, GENOA, PORTS in the North and South Atlantic Oceans.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAMBURG, DIRECT.

Callings: SINGAPORE, PENANG AND COLOMBO.
S.S. "Humboldt" (Capt. Meyer) 9th June, 1904. Freight.

FOR HAVRE, BREMEN AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.
S.S. "Humboldt" (Capt. Meyer) 9th July, 1904. Freight.

FOR HAVRE AND HAMBURG.

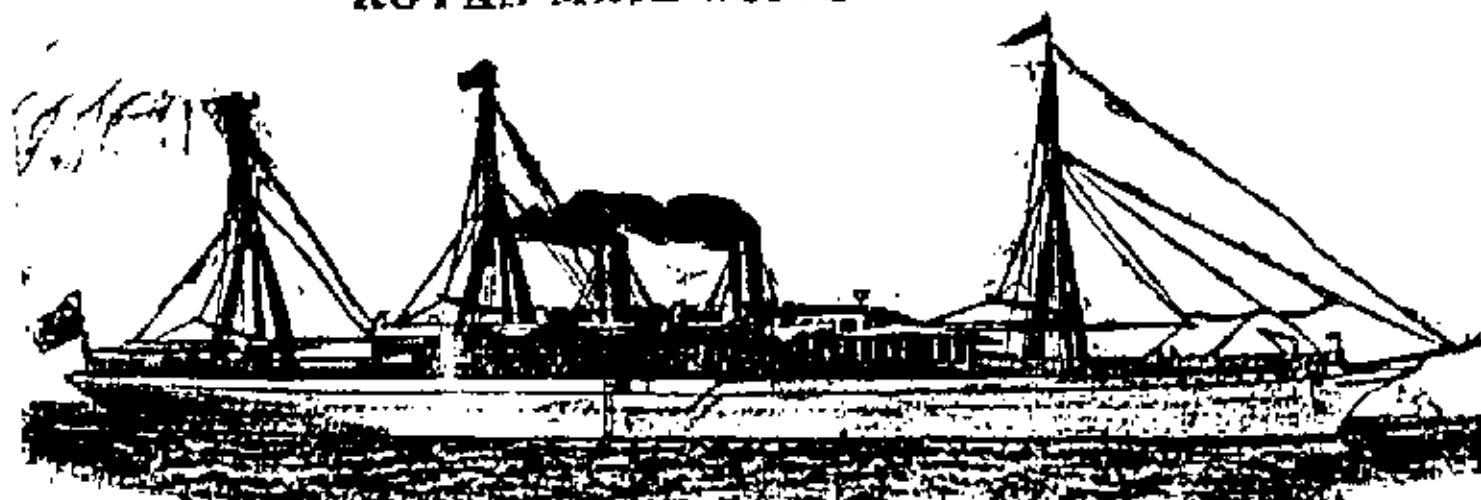
Callings: SINGAPORE, PENANG AND COLOMBO.
S.S. "Humboldt" (Capt. Meyer) 9th July, 1904. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.
S.S. "Humboldt" (Capt. Meyer) 16th August, 1904. Freight.

FOR HAVRE AND HAMBURG.

Callings: SINGAPORE, PENANG AND COLOMBO.
S.S. "Humboldt" (Capt. Meyer) 9th August, 1904. Freight.

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Callings: SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY—SPEED—PUNCTUALITY.

Empire Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

Saving 8 to 7 days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

R.M.S. EMPRESS OF INDIA 6000 Tons. Wednesday, June 22, 1904.

R.M.S. EMPRESS OF JAPAN 6000 Tons. Wednesday, July 13.

R.M.S. ATHLETIC 6000 Tons. Wednesday, July 20.

R.M.S. EMPRESS OF CHINA 6000 Tons. Wednesday, Aug. 3.

R.M.S. TARTAN 4250 Tons. Wednesday, Aug. 10.

Hongkong to London, 1st Class, via St. Lawrence 280, via New York 262.

Intermediate on Steamers, " " £40, " " £42.

THE magnificent "EMPERESS" STEAMERS passing through the famous IN-

LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVER-

LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT

CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of

China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage,

apply to
D. W. CRADDOCK, Acting General Agent,
HONGKONG, June 1, 1904.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON,
MOJI, KOBÉ & YOKOHAMA: FOR

PERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL ON.

NICOMEDIA 4370 WAGNER July 14, 1904.

ARABIA 4483 BARLE August 14, 1904.

ARAGONIA 5198 SCHULT Sept. 14, 1904.

NUMANTIA 4370 Oct. 14, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian

and United States Ports. For through rates of Freight and further information,

communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, June 16, 1904.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE

BETWEEN HONGKONG, SOUTH CHINA

COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

For

TAMBU, Via SWATOW

FOOHOOW, Via SWATOW

AND AMOY.

TAMBU, Via SWATOW

AND AMOY.

ANPING, Via SWATOW

AND AMOY.

ON account of the present state of political affairs, all the Company's new Steamers

have been requisitioned for Transport Service, and the above-named chartered

Steamers have been secured instead for maintenance of the Company's Coastal Services.

As soon as the state of Affairs permit the Company will resume running with its special-

ly designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch

Office, at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, June 15, 1904.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,

CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	KEEMUN	21st June.
GLASGOW AND LIVERPOOL	MOVUNE	1st July.
GLASGOW AND LIVERPOOL	QANPA	14th July.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON AND ANTWERP	AGAMEMNON	21st June.
LONDON AND ANTWERP	YANTREE	5th July.
LONDON AND ANTWERP	KINTUCK	19th July.
LONDON AND ANTWERP	KEEMUN	28th July.
LONDON AND ANTWERP	MOVUNE	2nd Aug.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via S. K. KOBÉ & YOKOHAMA.	QANPA	17th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	WHAMPOA	20th June.
VINGPO AND SHANGHAI	CHINKING	20th June.
MANILA	TEAN	22nd June.
SWATOW, CHEFOO AND TIENTSIN	KANSU	22nd June, 4 p.m.
PORT DARWIN, THURS- DAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	CHINTU	5th July.

* The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.
A duly qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand and other
Australian Ports.
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and
Australian Ports.
For Freight or Passage, apply to
HONGKONG, June 16, 1904.

BUTTERFIELD & SWIRE,
AGENTS.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD.—BREMER.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID
NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND
PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES, 1904.
ZIETEN	WEDNESDAY, 22nd June.
SEYDLITZ	WEDNESDAY, 6th July.
ROON	WEDNESDAY, 20th July.
PRINZ REGENT LUITFOLD	WEDNESDAY, 3rd Aug.
PREUSSEN	WEDNESDAY, 17th Aug.
PRINZ HEINRICH	WEDNESDAY, 31st Aug.
NEISENHAU	WEDNESDAY, 14th Sept.
BAYERN	WEDNESDAY, 28th Sept.
SACHSEN	WEDNESDAY, 12th Oct.
ZIETEN	WEDNESDAY, 26th Oct.

ON WEDNESDAY, the 22nd day of June, 1904, at Noon, the Steamship
ZIETEN, Captain WILHELM, with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till Noon, on Monday, the 28th June, Cargo
and Specie will be received on Board until 5 p.m., on Tuesday, the 21st June,
and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 21st
June.

Contents of Packages are required. No Parcel Receipts will be signed for less than
25.00 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to
Melchers & Co., Agents.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBÉ AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
TREMONT	9806	T. W. Garlick	June 28.
LYRA	4417	G. V. Williams	August 4.
SHAWMUT	9806	W. M. Smith	September 1.
TREMONT	9806	T. W. Garlick	October 1.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT 1906 tons Capt. W. M. Smith. About 12th August.

S.S. TREMONT 1906 tons Capt. T. W. Garlick. " "

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont have just been fitted with very superior

accommodation for First and Second Class Passengers. The large and of these vessels

ensures steadiness at sea. Electric fan in each room. Barber's shop and steam bath.

Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
Doddwell & Co., Limited,
HONGKONG, June 16, 1904.

Doddwell & Co., Limited,
GENERAL AGENTS.

Shipping.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steam-
ers between Hongkong and Manila. —Saloon and staterooms
Electric Light—Perfect Cuisine—Sargeon and
Stewardesses carried.—All the most up-to-date arrange-
ments for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Date
ZAFIRO	2540	R. Rodger	Manila Direct	June 18, at 10 a.m.
RUBI	2540	R. W. Almond	Manila Direct	June 25, at 10 a.m.
PERLA	1980	A. H. Noley	—	—

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, June 13, 1904.



STEAM FOR

STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CON-
TINENTAL AMERICAN AND
SOUTH AFRICAN PORTS.

THE Steamship COROMANDEL, Capt.
C. M. Mostford, R.N.R., carrying the
Majesty's Mails, will be despatched from
this Port for BOMBAY, etc., on SATURDAY,
the 18th June, at Noon, taking Passengers
and Cargo for the above Ports.
Silk and Valuable, all Cargo for France,
and for London (under arrangement) will
be transhipped at Colombo into the mail
steamer proceeding direct to Marseilles and
London; other cargo for London, &c., will
be conveyed from Bombay by the R.M.S.
Parcels will be received at this Office
until 4 p.m. the day before sailing.
Contents and value of all packages are
required.
For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, June 9, 1904.

SOUTH AFRICAN LINE OF
STEAMERS.

FOR DURBAN.

THE Steamship
COURTFIELD,
Captain MARTIN, will be despatched as
above on or about the 18th June. Cargo to
be loaded 10th to 15th June.
For Freight, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, May 31, 1904.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship
CATHARINE APCAR,
Captain A. STEWART, will be despatched
for the above Ports on TUESDAY, the 21st
inst., at 3 p.m.
For Freight or Passage, apply to
D. SASSOON & Co., Ltd.,
Agents.

Hongkong, June 15, 1904.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Philippine Ports)

PROPOSED SAILINGS FROM HONGKONG.
To SAIL, 1904.

RICHMOND CASTLE...About June 24.

ST. FILLANS...July 5.

LOWTHER CASTLE...July 31.

For Freight and further information,
Apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, June 16, 1904.

STEAMSHIP SERVICE TO NEW
YORK, via SUEZ CANAL.

(With Liberty to call at Philippine Ports).

THE Steamship
SCHUYKILL,
will be despatched on or about FRIDAY,
the 1st July, 1904.

For Freight or further information,
Apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.

Hongkong, May 21, 1904.

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

(Calling at QUEENSLAND PORTS, and taking
through Cargo to ADELAIDE, NEW
ZEALAND, TASMANIA, &c.)

THE Steamship
AUSTRALIAN,
Captain McARTHUR, will be despatched for
the above Ports on SATURDAY, the 2nd
July, at Noon.

This well-known Steamer is specially
fitted for Passengers, and has a Refrig-
erating Chamber, which ensures the supply of
Fresh Fruit, Ice, &c., throughout the
voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Sur-
geon are carried.

N.B.—To ensure the additional comfort
of passengers the steamers of the Company
have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, June 11, 1904.

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY'S
STEAMER RENAI.FROM BOMBAY, COLOMBO AND
STRAITS.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed
that their Goods are being landed and
placed at their risk in the Hongkong and
Kowloon Wharf and Godown Company's
Godowns at Kowloon, where each consign-
ment will be sorted out Mark by Mark and
delivery can be obtained as soon as the
Goods are landed.

This Vessel brings on Cargo:—
From London, &c. or s.s. Australia and
Syrin.

From Australia, or s.s. Myrmora.

From CHAGUTTA, ex s.s. Japan.

From PERSIAN GULF, ex s.s. B. I. S.N.

and B. and P. S. N. Co's steamers.

Optional Goods will be landed here un-
less instructions are given to the contrary
before Noon To-day.

Goods not cleared by the 22nd Inst.,
at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me
in any case whatever.

Damaged packages must be left in the
Godowns for examination by the Con-
signees and the Company's representative
at an appointed hour. All claims must be
presented within ten

Vessels Advertised as Loading

TEARS' WIND, for convalescence from any severe illness. Its use is at once seen.

The *S. S. Sagami* left New York on the 2nd June.

STEARNS' WINE, will bring back the lost strength and vigor, but remember *Stearns' Wine*.

at once. One application relieves the Sold by All Dealers; **WATKINS & Ltd., General Agents.**

June 17, 1904

Stocks.	No. of Shares.	Value.	Paid up.	Outstanding Quotations Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	\$ 125	all	\$860, sellers
China Bank, Ltd.	19,970	£ 10	8	London, £16.10
National Bank of China, Limited	29,955	£ 10	8	\$38, buyers
Do.	750	£ 1	1	\$10, buyers
FOUNDERS' SHARES.				
Canton Insurance Office Co., Ltd.	10,000	\$ 250	2	50 \$212
China Traders' Insurance Co., Ltd.	24,000	\$ 83.33	2	25 \$62, buyers
North-China Insurance Co., Ltd.	10,000	£ 15	5	£16.24, buyers
Union Insurance Society, Ltd.	10,000	\$ 250	100	\$540, sellers
Yangtze Insurance Association, Ltd.	8,000	\$ 100	30	\$190
FIRE INSURANCES.				
China Fire Insurance Co., Ltd.	20,000	\$ 100	20	\$844, buyers
Hongkong Fire Insurance Co., Ltd.	8,000	\$ 250	50	\$316, sellers
DOCKS.				
H'kong & Whampoa Dock Co., Ltd.	50,000	\$ 60	all	\$213, sellers
G. F. & Co., Ltd.	6,000	\$ 25	35	\$48, sellers
New Amoy Dock Co., Ltd.	6,000	£ 62	62	\$30, sellers
S. C. Farman, Boyd & Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 156, buyers
STEAMBOATS, TUGS, ETC.				
China and Manila S. S. Co., Ltd.	3,000	\$ 60	\$ 60	\$28, sellers
Douglas Steamship Co., Limited	20,000	\$ 60	all	\$36, sellers
H.K. & N. M. Steamship Co., Ltd.	80,000	\$ 15	15	\$24, sellers
Indo-China S. S. Company, Limited	60,000	£ 10	all	\$116, buyers
Star Ferry Company, Ltd.	10,000	£ 10	10	\$34, buyers
Shell Transport & Trading Co., Ltd.	100,000	£ 1	1	\$26.65, buyers
do. Preference.	100,000	£ 10	10	\$2.10
Taku Tug and Lighter Co., Ltd.	8,000	Tls. 80	Tls. 50	Tls. 35
Shanghai Tug & Lighter Co., Ltd.	100,000	Tls. 50	Tls. 50	Tls. 47, sales
do. Preference.	100,000	Tls. 50	Tls. 50	Tls. 46, sellers
SUGAR.				
China Sugar Company, Limited	20,000	\$ 100	a	\$168
Luzon Sugar Company, Limited	7,000	\$ 100	a	\$9, sellers
Perak Sugar Cultivation Co., Ltd.	7,000	Tls. 50	T 60	Tls. 60, sales
WEARERS.				
H.K. & Kow. Wharf & Godown Co.	30,000	\$ 50	all	\$168, buyers
Shanghai and Hongkong Wharf Co.	20,100	Tls. 100	Tls. 100	Tls. 150, buyers
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	\$ 100	—100	\$16, sellers
Shanghai Land Investment Co., Ltd.	52,000	Tls. 50	Tls. 50	Tls. 110
Kowloon Land and Building Company	6,000	\$ 50	30	\$394, buyers
Wei-hei-wei Land & Building Co., Ltd.	3,764	Tls. 25	Tls. 25	Tls. 10
Humphreys Estate & Estate Co.	50,000	\$ 10	all	\$124, sellers
West Point Building Co., Limited	12,500	\$ 50	50	\$44, sellers
do. Preference.	12,500	\$ 50	50	\$34, buyers
TRAMWAYS.				
H.K. High-Level Tramways Co., Ltd.	1,250	\$ 100	all	\$220
MINE.				
New Panjin Mining Co., Ltd.	60,000	\$ 11	\$ 11	Nominal
do. Preference shares.	30,000	\$ 1	all	40 cent., buyers
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$490
Raub Aust. Gold Mining Co., Ltd.	200,000	£ 1	18/10	\$7, sellers
HOTELS, ETC.				
Hongkong Hotel Company, Ltd.	12,000	\$ 50	all	\$137, sellers
Astor House Hotel Ltd. (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 150, buyers
Astor House Hotel Ltd. (S'hai)	30,000	\$ 25	\$ 25	\$36, sales
DISTILLERS.				
A. S. Watson & Co., Limited	60,000	\$ 10	all	\$134, buyers
Watkins Limited	10,000	\$ 10	\$ 10	\$74, buyers
LIGHTING.				
H.K. and China Gas Co., Limited	7,000	£ 10	all	\$140, buyers
Shanghai Gas Company, Ltd.	8,000	Tls. 60	Tls. 50	Tls. 1124, buyers
Hongkong Electric Co., Limited	30,000	\$ 10	10	\$14, sellers
New Electric (new issue)	30,000	\$ 10	5	\$74, buyers
BRICK AND OTHERS.				
Green Island Cement Co., Ltd.	50,000	\$ 10	\$ 10	\$89, sales & buyers
MISCELLANEOUS.				
S. H. Asbestos Eastern Agency, Ltd.	8,804	£ 12/6	£ 12/6	\$5, buyers
United Asbestos Oriental Agency, Limited	3,000,000	£ 10	\$ 4	\$10, buyers
H.K. Steam Water-boat Co., Ltd.	100,000	\$ 10	10	\$24, buyers
Hongkong Dairy Farm Co., Ltd.	10,000	\$ 74	all	\$13, buyers
Hongkong Ice Works, Limited	5,000	\$ 25	all	\$225, sales
Shanghai Waterworks Co., Ltd.	7,200	£ 20	20	Tls. 380, sales
Tobacco Planting Company, Ltd.	20,000	\$ 5	5	\$14, sellers
H'kong Rope Manufacturing Co., Ltd.	10,000	\$ 60	all	\$10, sellers
Hongkong Cotton Spinning Co., Ltd.	100,000	\$ 10	\$ 10	\$14, sellers
Ewo Cotton Spinning and Weaving Co., Ltd.	20,000	Tls. 61	Tls. 50	Tls. 30, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 20
Loan-Ing-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 224
Soy Chee Cotton Spinning Co., Ltd.	2,000	Tls. 600	Tls. 60	Tls. 180, sellers
China Provident Loan Mortgage Co., Ltd.	50,000	\$ 10	10	\$91, sales & sellers
China Borneo Company, Ltd.	60,000	\$ 12	12	\$91, sellers
Campbell, Moore & Co., Limited	1,200	\$ 10	all	\$7, sellers
Wm. Powell, Ltd.	12,000	\$ 10	\$ 10	\$101, sellers
Shanghai and Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$ 60	60	\$61
The Canton-Hongkong Ice and Cold Storage Company, Limited	70,000	\$ 10	\$ 10	\$10, Nominal
GLOBAL COMPANIES.				
Philippine Co., Ltd.	67,500	\$ 10	\$ 10	\$91, sellers
Alhambra Limited	300	\$ 60	\$ 54	\$60
LOANS.				
Chinese Imperial 1880	Tls. 767,900	Tls. 250	% p. annum	Per.
VERNON and SMYTH, Share-Brokers.				
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